

Regional Transportation Financing (E2SSB 6140) Summary of Regional Transportation Provisions	
Issue	Elements
Projects:	<p>Capital improvements to "highways of statewide significance" which add lane capacity, including associated multimodal improvements of approaches; HOV lanes; park & ride lots; fly-over ramps; bus pull-outs; buses; vans for van pools; and signalization, ramp metering, and other transportation system management improvements.</p> <p>No operations, maintenance, or preservation.</p>
Local Arterials:	<p>YES, if :</p> <p>WSDOT determines that constructing improvements to local streets or roads, a new highway, or an existing highway would better relieve traffic congestion than making that same investment in Highway of Statewide Significance capacity;</p> <p>Locals provide 1/3 in matching money;</p> <p>No more than 10% of regional revenue/year;</p> <p>No more than \$1 billion total; and</p> <p>Specific projects go into the plan for a vote of the people.</p>
Eligibility:	<p>Only Central Puget Sound: King, Snohomish, and Pierce Counties (defined by population).</p> <p>Provides grants of \$200,000 to other areas to develop regional plans that meet their needs.</p>
Boundaries:	County-wide. At least two contiguous counties.
Governance:	<p><u>Planning Committee</u>: County council/commission members. Decisions must be made by 60% majority vote based on proportional representation. Seven-member executive board. Secretary serves as nonvoting member.</p> <p><u>Governing Board</u>: County council/commission members. Secretary of WSDOT serves as an ex officio member. Any action requiring voter approval must have a 60% majority vote based on proportional representation.</p>
Revenue:	<p><u>Regional Transportation Investment District (RTID)</u>: Vehicle fee of up to \$100/year; sales and use tax of 0.5%; parking tax; tolls; and may impose unused local taxes (\$2 employee tax and local MVET up to .3%).</p> <p><u>Regional Transit Authority (RTA)</u>: Upon agreement with the RTA, the RTID may submit a joint ballot proposition which both creates the RTID and imposes unused capacity transit taxes for transit and light rail projects (currently available in the Sound Transit area: 0.5% sales and use tax; 0.5% local MVET).</p>
Accountability:	<p>Vote of the people on projects, timeline, & taxes.</p> <p>Yearly report to the public on progress made in building projects.</p> <p>If a project exceeds its costs by more than 20%:</p> <p>It must be redefined and submitted to the voters; OR</p> <p>Upon 2 counties adopting resolutions, they may submit the redefined plan to the voters; OR</p> <p>Upon 2 counties adopting resolutions, they may decide not to send the project back to the</p> <p>Does not own or operate any system.</p> <p>No more than three percent of actual construction/design costs in a year may be used for administration/overhead.</p> <p>Limited employees: WSDOT provides most support.</p>
Highways of Regional Significance	SR 9, SR 524, and Cross-Base Highway are made highways of regional significance and are eligible for up to 10% of the regional revenue.
Dissolution:	The entity dissolves when construction and financing are complete. Taxes end when payment for the project(s) is complete.

This information has been prepared in response to requests for information. It is not provided as an expression for or against the legislation or any upcoming public votes regarding the legislation.